

talking to you that this will be a strong competing railway with the others, and railways have to live. The commerce of the country must pay them, or they will be shut up and turned into goose pastures. Such a pressure is brought to bear on the Government that they have to give way, and I feel that it would be a blessing in disguise to the Government of the Dominion if the whole thing was thrown out by this House to-night. I see another railway here, in which a friend of mine is very much interested, the Lake Erie and Detroit Railway Company—fifty miles of railway along a line to be fixed by the Governor in Council, the subsidy not exceeding \$3,200 a mile. This is a railway running along the Detroit River and Lake Erie. The Government have spent a large amount of money in Pigeon Bay to build a harbor there, and here they are subsidizing a railway to take away the business from that harbor. Knowing the locality, I know something about it, and some of the other railways. I must do my duty and tell what I think about them. Here is another railway, the Cobourg, Northumberland and Pacific Railway, \$3,200 per mile. The Cobourg people had a railway not very long ago, and I believe the Canadian Pacific Railway goes through Peterborough, but they are not satisfied; they get \$69,000 from the Treasury of this country, in order to build a competing line with the Grand Trunk Railway. I think the Grand Trunk Railway has been used very badly by the Government in that respect. I said in the beginning of the few remarks I made that it was my intention at one time to divide this House on these resolutions, and I say now that if my vote could throw out these resolutions it would be given in a moment, and I would consider it one of the best actions of my life in the interests of the people of Canada, and in the interest of the Government themselves, because I feel satisfied, with the deputations coming down here from day to day, pushing the Government to get subsidies for railways up to within the last two or three days, that it was impossible to resist them. It was for this reason that the Government could only bring down their Bill a few days ago.

HON. MR. FLINT—Like my hon. friend from Monck, I think these Bills should be brought down earlier in the Session, and

we should have a better opportunity of looking into the merits of each case. There seems, however, to be something in the way of doing this—deputation after deputation coming forward to ask, even up to the last day or two of the Session, for subsidies. If gentlemen look back some three or four weeks ago, they will find that the Premier of the country said that he would bring down the railway subsidies at a certain date. They did not come. It was asked, from time to time, when they were coming down, and still they did not come down until a few days ago. No doubt it was from the fact that there were so many deputations coming to Ottawa to try and get a slice from the Government. I know of but one way, if the Government are to continue to subsidize roads, and I think they ought to do it, and that is to subsidize only such roads as are to be of benefit in opening up the country. I do not say that they should give it to such roads as my hon. friend has spoken of, running parallel to other roads through a settled country for a few miles. Such roads might be built by the municipalities and by the companies themselves. But in this country of ours, where it is such a long distance from ocean to ocean, and where there is such a vast extent of territory, everything should be done by the Government to open it up for settlement in all directions, north, west and east, if necessary, so as to enable settlers to get into the country and assist in its development. The Americans have opened up a vast extent of country by means of railways; the settlers have followed the lines of railway. Fifty years ago, before we had any railways, such a thing was not thought of. The settler had to work his way into the wilderness the best way he could to take up land, and had to undergo all the hardships of pioneer life; but now we find that settlers are not willing to go into any country if it is not opened up by railways; consequently if we do not open up our country by railways we cannot expect our lands to be settled upon very rapidly. With regard to a great many of these subsidies, I agree with my hon. friend that they are not altogether beneficial, and there are roads of great benefit which should not be destroyed for the sake of establishing competing lines. I know, from my own experience, that it is desirable that the Government should be prepared with their